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Hertz Press Information

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Older Cars, Fewer Miles...

1982 SPENDING TO OWN, RUN VEHICLES UP JUST 3.5% AS MOTORISTS CONTINUE CUT-BACK

The nation's 1982 spending to own and run cars and trucks rose just 3.5% to $665.1 billion--under a penny a mile--the smallest increase in a decade-- The Hertz Corporation's annual estimate of motor vehicle outlays showed today.

Average costs to drive passenger cars--old and new--inched up just $57 or 2% to $2847 last year, equal to 35.42¢ a mile for the estimated 8,037 miles travelled, according to the lease-rental company's new yearly study.

The 1982 passenger car figures compare with 1981 totals of $2790 a year to own and run a typical auto, or 34.5¢ a mile for the slightly-higher average of 8,081 miles of travel then, a rise of less than 9/10ths of a cent.

Average expenses for trucks, which many Americans use for personal transportation, edged ahead only 1.4% to $8500, or 79¢ a mile for the estimated 10,760 miles run by a typical unit. In 1981, the cost was $8380, also about 79¢ for the average 10,609 miles rolled then.

Lower fuel prices and depreciation -- the loss in vehicle value--were offset by increases in such items as licenses, fees, taxes, interest and in repairs and maintenance, to produce this year's slight overall upswing, the 1982 survey shows.

For the first time since the initial 1973 Arab oil embargo,

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percentage increases in passenger car ownership and operating costs were less than the nation's overall inflation rate and the climb in family incomes, the Hertz survey reports.

New Car Prices Continue Upward

Since 1972, average yea rly passenger car ownership and operating costs have jumped 127% --versus a 129% climb in inflation and a 143% surge in typical family income-- as U.S. motorists continue to keep cars longer, drive them less and settle for smaller models with fewer options.

But average purchase price increases for new cars remain above both family income and inflation advances of the past decade, the report warned.

The study estimates total spending on new car purchases in 1982 aggregated $68.8 billion last year --$8866 per auto, up 11.3% from $7967, or $67.3 billion, in 1981.

The $899 rise in 1982 new-model purchase prices over 1981 brings the 10-year sticker surge to 160%, the new report noted, and this advance is for the average new model, which is smaller and lighter than the "intermediate" sized units most typical of new autos sold 10 years ago.

'Reduced Standard Of Driving'

But, for comparably-equipped "intermediate" sized units the increase was from $3425 in 1972 to $9387 in 1982, a 174% jump. And even these similar models today are 600 pounds lighter and a foot shorter than ten years ago.

In 1972, the last full year before the first oil embargo, the average purchase price for a typical new car was $3404 and average annual ownership and operating expenses amounted to $1256, the new Hertz study notes.

"By keeping cars longer, driving them less and buying smaller, less-expensive models when new purchases are made, U.S. motorists finally have succeeded in keeping their driving outlays in line with their incomes --for the first time since the early 1970's," the company commented. "But, it adds

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up to a markedly reduced 'standard of driving' on American highways."

Fuel Cost Down Sharply

Total 1982 passenger car fuel cost was down $8.1 billion to $81.2 billion, a $72 per unit 9.8% drop from $732 to $660, or from 9.1¢ to 8.2¢ a mile. Estimated per-car fuel consumption fell from 546 gallons in 1981 to 534 in 1982.

This decline stemmed from a combination of better fuel efficiency in the nation's automotive fleet, a 10.6¢ a gallon decline in per-gallon fuel costs and the slight decline in per-car mileage.

Depreciation also fell slightly for the second year in a row --owing to the higher average age of cars in service. Depreciation expenses normally are less in older cars than in newer ones. And in 1982 total depreciation costs were down from $73.7 billion in 1981 to $73.5 billion. This amounted to $597 per unit last year against $604 in 1981, equal to 7.43¢ a mile last year vs. 7.47¢ a year earlier.

Repair, Insurance, Fees Up

On the other hand, the nation's older car fleet contributed to a higher-than-usual 18% rise in the cost of maintenance, repairs and miscellaneous outlays, which totalled $86.4 billion. This was equal to $701 per auto or 8.7¢ a mile, compared with $72.3 billion -- $593 per car or 7.3¢ a mile in 1981.

The classification of insurance, licenses and fees came to $65.1 billion, $532 a unit, 6.6¢ a mile. This was up 3.9% from the 1981 total of $62.5 billion, $512 a car or 6.3¢ a mile. Interest went from $35.1 billion--$349 or 4.3¢--to $43.7 billion, equal to $357 a car, 4.4¢ a mile.

Car Age Highest Since World War II

The Hertz study noted that the average age of all cars and trucks on the nation's roads now tops 7.3 years, highest since immediately after World

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War II when automotive output was curtailed. The average passenger car is now 7.2 years old, a situation forcing some motorists back into the new car market this year.

Overall U.S. passenger car ownership and operating expenditures amounted to $350.7 billion in 1982, up 3% over $340.4 billion in 1981. For trucks the total was $314.4 billion, 4.1% above the $302.3 billion the year before. This year's $665.1 billion total comes to about 21.5% of the nation's gross national product. Passenger car outlays amounted to 13.8% of personal income.

The aggregate increases reflect the fact that the number of cars on the road rose from an estimated 122 million in 1981 to 123.5 million in 1982. Trucks in use climbed from 36.1 million units to 37 million, as the nation's projected population inched up from 229.1 million to 231.5 million.

Driving Less Saves

The Hertz vehicle spending estimates calculate vehicle depreciation rather than vehicle purchase prices, since depreciation continues even if a new car is not acquired in a particular year.

The Hertz estimates stress dollar-per-year costs because mileage cutbacks by motorists can actually increase per-mile expenses for such fixed annual outlays as licences, fees, insurance and interest charges. But driving less can lengthen car life and save fuel, oil, tire, battery and repair charges, lowering the key yearly dollar cost.

At equal annual mileage of 8,037, a 1982 compact-sized model purchased new and kept just one year would cost $4983, according to the estimates in the lease-rental company's report, or nearly 61¢ a mile. For 5,000 miles of driving the per-mile cost would rise to 91¢, but annual costs would total only $4556. For 25,000 annual travel, per-mile costs drop to 27.4¢, but dollar spending climbs to $6845.

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Keeping the same compact 10 years, rather than one, reduces both the annual dollars outlays and the per-mile expenses. At the typical 8,037 miles a year driving, per-mile costs shrink from 61¢ a mile to under 39¢ and yearly outlays fall from $4893 to $3119, a 36% saving.

Four-Year 36% Cost Climb, 10-Year 41% Pleasure Driving Cut

Over the past four years passenger car ownership and operating costs rose 36%, from $2092 or 22.82¢ a mile in 1978 to 1982's $2847, Hertz estimated. On a per-mile basis this translates to a 55% hike in those 48 months to last year's 35.42¢.

Despite the 1982 drop, fuel prices climbed 81% in the four-year period from 68.2¢ a gallon in 1978 to $1.235 in 1982. New car purchase prices zoomed 63% from $5427 to $8866. Interest charges were up 58% from $226 to $357. And as average auto age increased, upkeep and miscellaneous outlays also were up 58% from $443 to $701 a year.

While overall car mileage has dropped 22% since its 1972 high of 10,362 to 1982's low of 8,037 per year, pleasure travel plunged 41% from 2717 miles to 1607. However, in the decade the country's population growth spurred a 27% rise in the number of cars on the road to produce an net passenger car mileage drop of just 1.3%.

Per-unit truck mileage dropped 12.3% in the decade, but the nearly 72% surge in trucks in service to 1982's 37 million units brought overall commercial-vehicle mileage up 50% for a 9.5% rise in total vehicle miles.

Changes Since 1950 Are Marked

In 1950, according to Hertz' data, motorists spent just $40.6 billion to run 49.2 million cars and trucks 458 billion miles, with passenger car costs then $724 or 8¢ a mile for 9,032 miles. By 1972, overall expenditures were $187 billion for 118.5 million units logging 1.268 trillion miles.

Interest expenses shot up 600% from $51 to $357 and sticker prices

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were up 450% from $1612 to $8866. Maintenance, repairs and miscellaneous expenses were ahead 250% (from $200 a year to $701) and fuel costs climbed 295% (from $167 to $660) in the 32-year period.

Highway fuel consumption in 1950 totalled just 35.5 billion gallons, 25.2 billion for cars, 10.3 billion for trucks. Per car thirst was 626 gallons, 17% higher than now for 9032 miles of travel. But, per-person, passenger car fuel use was just 168 gallons, versus 284 last year.

Motor vehicle fuel use apparently peaked in 1978 at 116 billion gallons--772 per vehicle, 654 per car, the Hertz study noted.

Hertz and its worldwide system members have fleets totalling more than 325,000 lease-rental vehicles. The estimates in the company's annual studies are based on its experience plus projections using public and industry registration and mileage statistics.

The company regularly publishes new car owne rship and operating expense estimates, with breakouts of 20-city cost variations, plus studies on used car market size and used car ownership and operating costs, together with estimates of the size of the lease-rental and "fleet" vehicle business and a guide for individuals of how to calculate ownership and operating expenses.

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Table I 7/83 VEHICLE OPERATING COSTS & FUEL USAGE SUMMARIES FOR KEY YEARS

Years / Vehicles / Descriptions	1950 Cars	1950 Trucks	1950 Total	1972* Cars	1972* Trucks	1972* Total	1981 Cars	1981 Trucks	1981 Total	1982 Cars	1982 Trucks	1982 Total	Change 1981-1982 % Cars	Change 1981-1982 $ & ¢
Overall Operating Costs (B$)	29.2	11.4	40.6	121.6	65.4	187.0	340.4	302.3	642.7	350.7	314.4	665.1	+.030	+10.3
-Per Unit ($)	724	1294	825	1256	3029	1579	2790	8380	4066	2847	8500	4152	+.020	+57
-Per Mile (¢)	.0800	.1211	.0884	.1210	0.2469	.1473	.3453	.7899	0.4696	.3542	.7900	.4792	+.026	+.0089
-Per Capita ($)	194	76	269	586	315	901	1486	1319	2805	1515	1358	2873	+.019	+29
Depreciation Cost-Total (B$)	6.5	3.2	9.7	33.0	19.6	52.6	73.7	65.3	139.0	73.5	62.5	136.0	-.002	-0.2
-Per Unit ($)	163	363	197	341	907	444	604	1810	879	597	1689	849	-.011	-7
-Per Mile (¢)	.0178	.0340	.0211	.0329	0.0740	0414	.0747	.1706	0.1015	.0743	.1570	.0980	-.005	-.0004
-Per Capita ($)	43	21	64	159	94	253	322	285	607	318	270	588	-.013	-4
Fuel Cost Total (B$)	6.8	2.8	9.5	25.3	10.6	35.9	89.3	51.5	140.8	81.2	48.9	130.2	-.090	-8.1
-Per Unit ($)	167	318	193	261	491	303	732	1427	891	660	1323	813	-.099	-73
-Per Mile (¢)	.0185	.0298	.0207	.0252	0.0400	0283	.0906	.1345	0.1029	.0821	.1229	.0938	-.094	-.0085
-Per Capita ($)	45	19	63	122	51	173	390	225	615	351	211	562	-.100	-39
Other Costs Total (B$)	15.9	5.4	21.4	63.3	35.2	98.5	177.4	185.3	362.7	195.9	203.0	398.9	+.104	+18.5
-Per Unit ($)	395	614	435	654	1630	831	1454	5133	2294	1590	5489	2490	+.094	+136
-Per Mile (¢)	0437	.0574	.0466	.0631	0.1328	.0776	.1799	.4838	0.2649	.1979	.5101	.2874	+.100	+.0180
-Per Unit Analysis ($)														
(Lic., Fees, Ins.)	145	261	165	248	617	315	512	2033	859	532	2102	895	+.040	+20
(Interest)	51	92	58	111	283	142	349	1159	534	357	1150	540	+.023	+8
(Repairs, Misc.)	200	261	212	296	728	374	593	1951	903	701	2237	1056	+.182	+108
New Veh. Purch.Pr.-Tot.(B$)	10.2	2.0	12.2	35.4	11.4	46.8	67.3	25.6	92.9	68.8	31.9	100.7	+.022	+1.5
-Per Unit ($)	1612	1846	1627	3404	4542	3628	7967	11725	8740	8866	13133	9884	+.113	+899
New Vehs.Registered (Mils.)	6.3	1.1	7.5	10.4	2.5	12.9	8.4	2.2	10.6	7.8	2.4	10.2	-.081	-0.7
Tot. Vehs. On Road (Mils.)	40.3	8.8	49.2	96.8	21.6	118.5	122.0	36.1	158.1	123.2	37.0	160.2	+.010	+1.2
Miles Traveled Per Vehicle	9032	10682	9328	10362	12269	10718	8081	10609	8658	8037	10760	8666	-.005	-44
Tot.Veh.Miles Trvld.(Bils.)	364	94	458	1003	265	1268	986	383	1369	990	398	1388	+.004	+4
Veh.Miles Trvld. Per Capita	2415	624	3039	4834	1277	6111	4303	1670	5974	4277	1719	5996	-.006	-26
Fuel Used Tot.(Bil.of Gals.)	25.2	10.3	35.5	70.0	29.5	99.5	66.6	39.1	105.7	65.8	40.4	106.1	-.012	-0.8
Fuel Used Per Veh. (Gals.)	626	1170	722	722	1365	840	546	1084	669	534	1091	663	-.022	-12
Fuel Used Per-Capita (Gals.)	168	68	236	337	143	480	291	171	461	284	174	459	-.024	-7
Fuel Avg. MPG Per Unit	14.4	9.1	12.9	14.3	9.0	12.9	14.8	9.8	13.0	15.1	9.9	13.1	+.017	+0.3
Fuel Cost Per Gallon ($)			0.268			0.361	1.341	1.317	1.332	1.235	1.212	1.226	-.079	-0.106
Personal Income Total (B$)			227.6			939.1			2370.0			2548.0	+.071	+170.0
Gross National Product (B$)			286.2			1171.1			2844.0			3094.0	+.088	+250.0
Consumer Price Index			72.1			125.3			259.6			287.1	+.106	+27.5
Population Estimate (Mils.)			150.7			207.5			229.1			231.5	+.010	+2.4

* Last Full Year Before First Arab Oil Embargo

(slight variations owing to rounding)

Hertz Corp.

Table II — AVERAGE MOTOR VEHICLE OWNERSHIP & OPERATING EXPENSES OVER THE YEARS (figures are for both units bought new and those bought used) — Hertz Corp. 6/83 Estimates

YEAR	Passenger Cars					Trucks					Total Both					Passenger Car Changes Since 1972 PERCENTAGES	
	$ Per Unit	Miles Per Year	¢ Per Mile	Units On Road (Mls.)	Total Spent Bils.$	$ Per Unit	Miles Per Year	¢ Per Mile	Units On Road (Mls.)	Total Spent Bils.$	$ Per Unit	Miles Per Year	¢ Per Mile	Units On Road (Mls.)	Total Spent Bils.$	Mileage Per Year	Cents Per Mile
1950	724	9032	8.0	40.3	29.2	1924	10682	12.1	8.8	11.4	825	9328	8.8	49.2	40.6		
1960	933	9545	9.8	61.6	57.4	1995	10738	18.6	12.2	24.3	1107	9742	11.4	73.8	81.7		
1970	1220	10090	12.1	89.3	108.9	2664	11518	23.1	19.1	50.9	1475	10341	14.3	108.4	159.8		
1971	1220	10280	11.9	92.8	113.2	2755	11485	24.0	20.2	55.7	1495	10496	14.2	113.0	168.9		
1972	1256	10362	12.1	96.8	121.6	3029	12269	24.7	21.6	65.4	1579	10718	14.7	118.5	187.0	MINUS	PLUS
1973	1288	9597	13.4	101.8	131.1	3112	10970	28.4	23.7	73.8	1632	9857	16.6	125.4	204.8	0.074	0.11
1974	1493	8732	17.1	104.9	156.6	4127	10960	37.7	25.0	103.2	2000	9160	21.8	129.9	259.8	0.157	0.41
1975	1682	8901	18.9	107.4	180.6	4074	10227	39.8	26.4	107.6	2157	9170	23.5	133.7	288.2	0.141	0.56
1976	1812	9015	20.1	109.7	198.8	4594	10942	42.0	27.6	126.1	2366	9403	25.2	137.3	324.9	0.130	0.66
1977	1913	9199	20.8	114.1	218.4	5310	11379	46.7	29.7	157.7	2615	9649	27.1	143.8	376.1	0.112	0.72
1978	2092	9165	22.8	118.6	248.1	6176	11428	54.0	31.5	194.5	2949	9640	30.7	150.1	442.6	0.116	0.88
1979	2352	8850	26.6	119.1	280.1	6978	10943	63.8	33.9	236.6	3377	9314	36.3	153.0	516.7	0.146	1.20
1980	2631	8224	32.0	120.5	317.0	8087	10935	73.8	35.3	284.8	3863	8838	43.7	155.8	601.8	0.206	1.64
1981	2790	8081	34.5	122.0	340.4	8368	10609	78.9	36.1	302.1	4064	8659	46.9	158.1	642.5	0.220	1.85
1982	2847	8037	35.4	123.2	350.7	8500	10760	79.0	37.0	314.4	4152	8666	47.9	160.2	665.1	0.224	1.93

(slight variations owing to rounding)

Table III MILEAGE TRAVELLED & FUEL USED BY PURPOSE AND VEHICLE TYPE Hertz Corp. 7/83

	NON-PLEASURE TRAVEL						PLEASURE		NON-PLEASURE		TOTAL CAR & TRUCK	
	TRUCK (*See Notes)		Business Travel		Essential Family Use		PASSENGER CAR +Commutation		Pleasure Usage		CAR & TRUCK SUB-TOTAL	
YEAR	Miles (Bls.)	Fuel Use (Bls. Gals.)	Miles (Bls.)	Fuel Use (Bls. Gals.)	Miles (Bls.)	Fuel Use (Bls. Gals.)	Miles (Bls.)	Fuel Use (Bls. Gals.)	Miles (Bls.)	Fuel Use (Bls. Gals.)	Miles (Bls.	Fuel Use (Bls. Gals.)	Miles (Bls.	Fuel Use (Bls. Gals.)
1950	94	10.3	62.3	14.33	207	14.38	102	7.06	95	6.49	363	29.01	458	35.5
1960	131	16.7	100.6	7.03	334	23.36	170	11.87	153	10.81	566	47.09	719	57.9
1970	220	26.5	159.8	11.66	508	37.08	268	19.53	233	17.06	888	75.24	1121	92.3
1971	232	28.0	164,6	12.01	549	40.07	287	20.98	241	17.42	945	80.80	1186	97.5
1972	265	29.5	167,0	11.68	573	40.07	303	21.20	263	18.25	1005	81.25	1268	99.5
1973	260	30.4	157,4	12.11	561	43.15	297	22.88	259	19.64	978	85.66	1237	105.3
1974	274	29.9	143,9	11.51	529	42.32	281	22.46	244	19.47	946	83.73	1190	103.2
1975	270	29.7	148,2	11.31	553	42.21	294	22.42	254	19.68	972	83.22	1226	102.9
1976	302	33.1	154.7	10.67	572	43.01	303	22.82	262	20.72	1029	86.78	1291	107.5
1977	338	36.7	161,1	10.39	630	45.99	323	23.58	258	20.22	1129	93.08	1387	113.3
1978	360	38.3	171.1	10.06	652	46.57	334	23.89	264	20.97	1183	94.93	1447	115.9
1979	371	38.6	166.7	9.26	658	45.89	324	22.70	229	18.05	1196	93.75	1425	111.8
1980	386	40.1	152,5	8.03	637	44.44	315	21.94	201	15.83	1179	92.57	1377	108.4
1981	383	39.1	150.9	7.82	636	43.47	314	21.42	199	15.31	1170	90.38	1369	105.7
1982	398	40.4	151.7	7.40	639	43.32	316	21.41	198	15.10	1189	91.11	1388	106.1

NOTES: *Many light-duty trucks are used for pleasure travel, but such mileage cannot be computed accurately, so non-pleasure truck and overall non-pleasure travel totals are believed to be somewhat overstated.
+ Trucks are also used for commutation, and this sub-category is included in "Essential Family Use." Government sample polls indicate about 10.2% of commutation mileage is by truck, presumably much of it by vans in pool arrangements. These totals are in truck use, not commutation.

TABLE IV HERTZ ESTIMATES OF 1982-MODEL NEW PASSENGER CAR OWNERSHIP & OPERATING COSTS

Average Cents Per Mile (& Total Annual Dollar) Expenses for Varying Years Of Service, Mileage and Car Type

Use Yrs.	*-- SUBCOMPACT --* At 10000 M/P/Y	At 15000 M/P/Y	At Constant 8037 M/P/Y		At Declining Annual Miles Averaging 8037 Over 10 Years			*---------- COMPACT ----------* Constant Miles Per Year 5000	10000	15000	25000	MID-SIZE At Constant Miles Per Year 10000	INTER-MEDIATE 10000	FULL SIZE 10000
	¢ P/M	¢ P/M	¢ P/M	$ P/Y	M/P/Y	¢ P/M	$ P/Y	¢ P/M	¢ P/M	¢ P/M	¢ P/M	¢ P/M	¢ P/M	¢ P/M
1	0.3853	0.2848	0.6088	4983	12225	0.4364	5335	0.9112	0.5100	0.3752	0.2738	0.5596	0.5801	0.5953
2	0.3762	0.2826	0.5831	4687	11301	0.4517	5104	0.8730	0.4958	0.3701	0.2721	0.5441	0.5683	0.5796
3	0.3615	0.2735	0.5609	4508	10594	0.4548	4818	0.8268	0.4750	0.3570	0.2662	0.5212	0.5393	0.5555
4	0.3500	0.2684	0.5399	4339	9920	0.4592	4555	0.7960	0.4850	0.3890	0.2100	0.5032	0.5207	0.5366
5	0.3418	0.2627	0.5246	4213	9507	0.4615	4388	0.7678	0.4467	0.3407	-----	0.4902	0.5069	0.5231
6	0.3164	0.2464	0.4782	3843	9228	0.4337	4002	0.6953	0.4116	0.3181	-----	0.4519	0.4668	0.4829
7	0.2979	NO	0.4472	3594	9003	0.4142	3729	0.6420	0.3861	NO	NO	0.4242	0.4376	0.4537
8	0.2843	DATA	0.4246	3412	8754	0.4008	3509	0.6042	0.3673	DATA	DATA	0.4037	0.4161	0.4322
9	0.2726	OVER	0.4042	3248	8454	0.3903	3300	0.5696	0.3511	OVER	OVER	0.3861	0.3976	0.4137
10	0.2635	100M Mi	0.3881	3119	8037	0.3881	3119	0.5441	0.3384	100M Mi	100M Mi	0.3723	0.3831	0.3992

NOTE:

HISTORICAL COMPARISONS OF NEW 'INTERMEDIATE' CAR EXPENSE ESTIMATES---*
At Estimated Varying Mileage Averages Each Year

Year	3-Year Average Annual Mileage	3-Year Use Cost ¢ P/M	10-Year Average Annual Mileage	10-Year Use Cost ¢ P/M	At Constant 10000 MPY Average 3-Year Use Cost ¢ P/M	10-Year Use Cost ¢ P/M	3-Year Use @10000 MPY In Constant 1982 $ ¢ P/M
1925	5835	0.1690	Not Available		0.1150	N/A	0.6290
1950	12771	0.0930	9032	.0800	0.1090	.0770	0.4310
1972	14652	0.1510	10362	.1210	0.1970	.1240	0.4510
1973	13570	0.1620	9597	.1340	0.2020	.1310	0.4360
1974	12300	0.2070	8732	.1710	0.2380	.1590	0.4630
1975	12561	0.2320	8901	.1890	0.2720	.1770	0.4840
1976	11885	0.2480	9015	.2010	0.2810	.1790	0.4740
1977	12127	0.2620	9199	.2080	0.3010	.2000	0.4760
1978	12082	0.2910	9165	.2310	0.3310	.2200	0.4870
1979	11666	0.3400	8850	.2870	0.3100	.2640	0.5020
1980	10841	0.4150	8224	.3450	0.4400	.3100	0.5340
1981	10652	0.4860	8081	.4080	0.5090	.3590	0.5630
1982	10594	0.5168	8037	.4386	0.5400	.3831	0.5400

E=Estimated N/A=Not Available

------ CURRENT DATA COMPACT CAR EXPENSES ------
Yearly Costs & Mileages for Various Ownership Periods (Not Averages for All Years As Listed Above)

Use Year #	@ Constant 8037 Miles P/ Y ¢ P/M	$ P/Y	@ Declining Listed Yearly Mileages	¢ P/M	$ P/Y
1	0.6088	4893	12225	0.4364	5335
2	0.5574	4480	10376	0.4697	4874
3	0.5165	4451	9180	0.4624	4245
4	0.4769	3761	7897	0.4769	3768
5	0.4634	3724	7856	0.4731	3717
6	0.2462	1979	7830	0.2650	2075
7	0.2612	2099	7654	0.2731	2090
8	0.2664	2141	7014	0.2803	1966
9	0.2410	1937	6051	0.2688	1627
10	0.2432	1955	4287	0.3490	1496

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